Enhancing tourism potential in the country

821. SHRI N. GIRI PRASAD : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) what steps have been taken or are being taken by ITDC to enhance tourism potentials in the country ;

(b) what action has been taken by Government and the ITDC Management to improve the conditions of the existing hotels and standard of service therein by the Management/Government during the last three years ;

(c) whether any action programme in regard to (b) above have been formulated for the next three years for the hotels under ITDC ; and

(d) if so, the details of such hotels ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) In order to provide tourist infrastructure in the country, ITDC is operating 35 hotels including 6 joint ventures and 3 managed properties, 7 restaurants, 11 transport units, 11 duty free shops, 3 sound & light shows etc.

(b) to (d) Improvement in the conditions of existing hotels of ITDC and standard of service is a continuous process which includes improvement of product and quality of service, modernisation of equipment, renovation and upgradation of properties, development of human resource by imparting training at all levels, etc. ITDC's Eighth Five Year Plan envisages an outlay of Rs. 15 crores for renovation/improvement of its properties.

Instrument Landing System at Airport

822. SHRI VIREN J. SHAH : SHRI SUNDER SINGH BHANDARI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to the answer to Unstarred Question 830 given in the Rajya Sabha on the 2nd March, 1993 and state :

(a) when the equipment regarding the Instrument Landing System of Indira Gandhi International Airport, New Delhi and for other airports were purchased from which country and at what cost were they purchased;

(b) when the ILS-II system was installed at the airport at New Delhi and since when it became operational at the main runway;

(c) whether ILS-II system has not been working satisfactorily if so, what are the reasons therefor;

(d) whether the work for similar system in the shorter runway No. 27 has not been proceeding at the desired pace;

(e) if so, what are the reasons therefor; and

(f) what steps Government have taken to expedite the completion of the work and by when it is likely to be completed ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (Shri Ghulam Nabi Azad) : (a) Details of purchase of Instrument Landing System (ILS) are given in the enclosed statement [*See* below].

(b) and (c) National Airports Authority installed Instrument Landing System Category-II and made operational on runway-28 at Delhi airport from 31-10-1988. Subsequently, the Airlines reported unsatisfactory performance of the Instrument Landing System for Category-II operations. At the same time, International Airports Authority of India took up recarpeting of the runway and also works to bring the threshold of the runway to the beginning of the runway. After completing the runway works and the requisite takes for Category-I operations, the ILS facility on runway 28 was declared fit for Category-II from 7-1-1993. Following the accident involving TU-154

aircraft on 9-1-1993 a status check of ILS was carried the next day. A "Notice to Airmen" (NOTAM) was issued declaring the ILS fit for Category-I operations only. After recheck and recalibration, another NOTAM was issued declaring ILS on runawy-28 fit for Category-II operations effective 22nd February, 1993.

The localizer was functioning normally all along but there were fluctuations in the glid path at a height of about 500 feet. Levellini, grading and compacting the area in front of glid path antenna was redone. While checking the equipment and the parameters, the fluctuation was confirmed to be within the tolerance limits prescribed by the International Civil Aviation Organisation.

(d) to (f) Installation of Instrument Landing System on runway-27 of Delhi Airport started in February, 1991. Owing to a number of technical flaws, the installation of the equipment had to be given up and it was decided in February, 1992 to import an Instrument Landing System from abroad. A two frequency Instrument Landing System has since been imported and has just been declared operational. This Instrument Landing System is of Category-I at present.

Statement

List of Instrument Landing system purchased by the National Airports Authority for various Airports

S. No.	Airport	Date of purchase	Country of Origin	Replacement/ addition	Cost
1	2	3	4	5	6
1	Delhi (R/W 28)	Jan. 71	U.K.	A	30 lacs
1a	Delhi (R/W 28)	Aug. 86	Japan	R	95 lacs
1b	Delhi (R/W 28)	Sept. 92	Norway	R*	1.7 crore
1c	Delhi (R/W 27)	Sep. 92	Norway	A	1.7 crore
2	Agartala	Aug. 86	Japan	A	95 lacs
3	Ahmedabad	Dec. 85	India	A	90 lacs
4	Amritsar	Dec. 85	India	A	90 lacs
5	Bangalore	Dec. 85	India	A	90 lacs
6	Bhopal	Dec. 85	India	A	90 lacs
7	Bombay	Jan. 71	U.K.	R	30 lacs
8	Bhubaneswar	Dec. 85	India	A	30 lacs
9	Calcutta (R/W19L)	Jan. 71	U.K.	A	30 lacs
9a	Calcutta (R/W19L)	Sep. 92	Norway	R	1.7 crore
9b	Calcutta (R/W01R)	Jan. 71	U.K.	R	30 lacs
10	Calicut	Sep. 92	Norway	A*	1.7 crores
11	Cochin	Dec. 85	India	A	30 lacs
12	Chimbalor	Sep. 92	Norway	A*	1.7 crore
13	Dibrugarh	Aug. 86	Japan	A	95 lacs
14	Guwahati	Dec. 85	India	R	90 lacs

1	2	3	4	5	6
15	Hyderabad	Jan. 71	U.K.	A	30 lacs
16	Imphal	Dec. 85	India	A	90 lacs
17	Indore	Sep. 92	Norway	A*	1.7 crore
18	Jaipur	Dec. 85	India	A	90 lacs
19	Jammu	Aug. 86	Japan	A	95 lacs
20	Khajuraho	Dec. 85	India	A	90 lacs
21	Lucknow	Dec. 85	India	A	90 lacs
22	Madras (R/W 07)	Sep. 92	Norway	R*	1.7 crore
22a	Madras (R/W 07)	Jan. 71	U.K.	A	30 lacs
23	Nagpur (R/W 14)	Jan. 71	U.K.	A	30 lacs
23a	Nagpur (R/W 14)	Sep. 92	Norway	R	1.7 crore
24	Patna	Aug. 86	Japan	A	95 lacs
25	Ranchi	Dec. 85	India	A	90 lacs
26	Tiruchirapalli	Dec. 85	India	A	90 lacs
27	Trivandrum	Jan. 71	U.K.	A	30 lacs
28	Vadodra	Dec. 85	India	A	30 lacs
29	Varanasi	Dec., 85	India	A	90 lacs

Note:— The above list includes civil enclaves where Instrument Landing System has been provided by the Natioanl Airports Authority.

KEY :—

A—Initial Installation

*—Under Installation

R—Replacement

R/W—Runway.

Impact of 'Open Sky Policy'

823. SHRI PRAMOOD MAHAJAN :

SHRI VITHALBHAI M. PATEL:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government propose to assess the impact of 'Open Sky Policy';

(b) if so, what are the details thereof;

(c) if not, what are the reasons therefore;

(d) whether there are restrictions on private air services on flight route and air fare; and

(e) if so, what are the details in this regard ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (Shri Ghulam Nabi Azad) : (a) to (c) The Open Sky Policy of the Government is in respect of cargo flights only. Cargo operations under this policy have recorded impressive growth.

(d) and (e) In pursuance of policy announcement on air taxi operations in Parliament on 11-4-1990, air taxis are allowed to operate to all airports in the country which are open to scheduled operations subject to prior approval of the airports authorities wherever necessary. As a part of the same policy, there is no